

# The Snorkel Exhaust

SMOKY MOUNTAIN BASE, TN USSVI



**"To Honor Those Who Serve, Past, Present, and Future".**  
**"The USSVI Submariner's Creed"**

To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds, and supreme sacrifice be a constant source of motivation toward greater accomplishments. We pledge loyalty and patriotism to the **United States of America and its Constitution.**



**OUR ORGANIZATION**

**OUR FOUNDERS**


**OUR BROTHERHOOD**

### Our Mission

The organization will engage in various projects that will bring about the perpetual remembrance of those shipmates who have given the supreme sacrifice. The organization will also endeavor to educate all third parties it comes in contact with about the services our submarine brothers performed and how their sacrifices made possible the freedom and lifestyles we enjoy today.

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### Scheduled Meetings

Monthly meetings are scheduled for the **3<sup>rd</sup> Thursday** of each month at:

GOLDEN CORRAL

6612 CLINTON HIGHWAY,

KNOXVILLE, TENNESSEE Dinner & Social

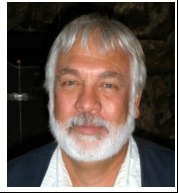
Hour @ 1800

Meeting @ 1900




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 Smoky-Mountain-Submarine-Veterans-273222054302

# SMOKY MOUNTAIN BASE OFFICERS



**BASE COMMANDER/  
HOLLAND CLUB CHAIR**  
**Martin E. Helms, Jr.**




Qualified MM1(SS)  
**USS SPADEFISH (SSN-668)**  
Qualified MM1(SS)  
**USS HAMMERHEAD (SSN-663)**



**BASE VICE-COMMANDER**  
**Ryan Smith, LCDR. USN (Ret.)**



Qualified EM2(SS)  
on  
**USS PROVIDENCE (SSN-719)**  
Qualified LT(SS)  
**USS MARYLAND (SSBN-738)**  
Qualified LCDR(SS)  
**USS PITTSBURG (SSN-720)**



**BASE SECRETARY**  
**Martin Wesley**



Qualified QM2(SS)  
**USS CUBERA(SS-347)**  
in 1968



**WEBSITE MASTER**  
**Stewart McGlassen**




Qualified  
**USS ( )**




**CHIEF OF THE BOAT**  
**Terry McBride, EMC(SS) (Ret.)**



Qualified EM3(SS)  
**USS WOODROW WILSON (SSBN-624)**  
Qualified EM1(SS)  
**USS MARYLAND (SSBN-738)**



**BASE CHAPLIN**  
**David Pope**




David is an Associate  
Member of Smoky Mountain  
Submarine Base




**BASE TREASURER &  
STOREKEEPER**  
**Jim Burkholder**




Qualified EM2(SS)  
**USS CARP (SS-338)**




**LIBRARIAN**  
**Bill Smith**




Qualified ETR3(SS) in 1963  
**USS TRUMPETFISH (SS-425)**  
Qualified ETR2(SS) in 1965  
**USS JOHN C. CALHOUN (SSBN-630)**




**PROGRAM CHAIRMAN**  
**Andy Armbrust**



Qualified MM1(SS)  
**USS HAMMERHEAD (SSN-663)**  
in 1975



**NEWSLETTER EDITOR &  
BASE PHOTOGRAPHER**  
**Bruce Eltzroth ET1(SU)**  
**USS Sculpin (SSN-590)**



Bruce is an Associate  
Member of Smoky Mountain  
Submarine Base.





**SMOKY MOUNTAIN BASE, USSVI**  
 Meetings, Greetings, Gatherings & Other Stuff  
**January & February - 2018**

## Scheduled Meetings

Monthly meetings are scheduled for the  
**3<sup>rd</sup> Thursday** of each month at:  
**Golden Corral**  
 6612 Clinton Hwy.  
 Knoxville, Tennessee 37912



## Meetings and Happenings



- January 18 - **SMB Meeting** (1800 Hrs)
- February 1 - **Newsletter Deadline**
- February 2 - **Groundhog Day**
- February 14 - **Valentines Day**
- February 15 - **SMB Meeting** (1800 Hrs)
- February 19 - **Presidents Day**



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<http://www.facebook.com/pages/Smoky-Mountain-Submarine-Veterans/273222054302>

### New Members:

**Ed Holt - MM2(SS) - Qualified on USS JOHN C. CALHOUN (SSBN-630)**

### January 2018

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

### February 2018

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			



## LOCAL HAPPENINGS

We have recently had copies of "Our Navy" magazines dated from 1945 to 1947 donated to the base library. They are combined by date (month) into two 3-ring binders. Anyone desiring to check them out, can contact our Librarian Bill Smith at: "bsmith684@gmail.com".

### SMB Library Books and Magazines

The following books can be checked out by contacting our Base Librarian Bill Smith at: "[bsmith684@gmail.com](mailto:bsmith684@gmail.com)".

- "Gold Crew" by Thomas N Scortia and Frank M Robinson.
- "Iron Coffins" by Herbert Werner
- "The Legend of Electric Boat: Serving the Silent Service: by Jeffery L Rodengen.
- "Lost Submarines" by Spencer Dunmore.
- "Marshall Hero for our Times" by Leonard Mosley.
- "Modern U.S. Navy Submarines" by Robert and Robin Genat.
- "On the Bottom" by Edward Ellsberg.
- "Pigboat 39 An American Submarine goes to War" by Bobette Gugliaotta.
- "PT 109" by Robert J Donovan.
- "The Right Thing" by Scott Waddle with Ken Abraham.

There are over 100 books in our library - check some out!



### A New Book discussed below, written by a fellow Submarine Veteran

Frank Hood here. Vice Commander, Marblehead Base. Most sub vets would agree that civilians have no idea what we went through, what we endured. To increase understanding, my brother and I have written a book about day-to-day life aboard a US Navy submarine. Fellow sub vets would enjoy reading it, because the book's details will take them back to their days on the boat, and the funny stories add spice. It is written in language that civilians will understand, so once a vet has read it, he can pass it on to his children, so they can understand what he went through.

The Title of the book is: "Poopie Suits and Cowboy Boots - Tales of a Submarine Officer During the Height of the Cold War"

We have designated that all proceeds go to the USSVI Scholarship Fund - to help kids and grandkids of our Brothers of the Phin.

Would you let your membership know about the book? Put a reference to it in your Base Newsletter? Here is the easy way to order it. Go to [Blurb.com](http://Blurb.com) or [Amazon.com](http://Amazon.com) and type in "poopie suits" near the search spyglass. There are 3 options: e-book, a soft back or hard cover version. The Amazon version even allows the reader to adjust font size to make it easier to read.

There is also a version for the Mac or I-phone at [iBooks.com](http://iBooks.com). Ship-mates can read the first 115 pages of the book for free on the Blurb e-Book option page. Thank you for mentioning this to your membership.

Straight Board, Frank Hood



## VETERAN INFORMATION FOR USSVI BASE MEMBERS

### VA to expand Veterans Services in Knoxville

The Knoxville News Sentinel recently published (January 6, 2018) an article that discusses the possibility of the VA expanding their local services in Knoxville. The article explains that "it won't be a hospital, but it will serve vets better". It goes on to discuss the possibility of providing services to area veterans "all in one place". Also the new medical facility would be a state-of-the-art complex that would replace the William C. Tallent VA Outpatient Clinic on Ray Mears Boulevard and the two annexes in the area. However, the time frame for construction to start is uncertain due to the lengthy approval process.



### The Ad below is for the "Vest Lady"

**SUBVEST**

Serving those  
Who Already Have.

**The only place to get  
CUSTOM SEWN  
Submarine Vests, Hats,  
Jackets, Shirts & MORE!**

**A Base Storekeepers Dream...  
Discounts & No Stock to order  
Call to set up an account!**

**www.SUBVEST.com**

**Jenny Dugan - Sewing Wench**

**757-318-0138 B4 8pm**





## Base Commanders Report Marlin E. Helms, Jr.



Shipmates I had a little writers block for my Commanders Corner input to the Snorkel Exhaust until recent conversations with base members. I spoke with base member Bill Cox and found out he had served with Chief Carl Brashear who the movie Men of Honor is based on. When I got out I just wanted to get on with my life but in my first job out of the Navy my immediate supervisor was a submariner who was in Pearl Harbor when it was bombed, I was fascinated by his stories but was more entertained than enlightened. As a young man I was a voracious science fiction reader and Star Trek fan which had only ended a few years before. Captain Kirk many times said forget about me save my ship. I was a middle aged man long out of the Navy when I learned about Captain John Philip Cromwell. Captain Cromwell after his men abandoned his crippled sub scuttled it with him still aboard because of his knowledge of the invasion plans of the Japanese mainland. Then there was CDR Howard Walter Gilmore who when badly wounded ordered his crew to submerge with him still topside to save his boat. These are legacies of the submarine community and even in our own chapter we have and have had submarine legacy. Charlie Odom who qualified in 1935 with LTJG. Hyman Rickover as his engineering officer. Charlie was aboard the USS Billfish on her second patrol where they survived a 12 hour depth charge attack chronicled in War Beneath the Waves. Charlie was a submarine school instructor after the war and had President Jimmy Carter as one of his students. Tony Thornton's boat the USS Tigrone was the last ship to fire on the Japanese mainland and was in Tokyo harbor close enough to for him with binoculars to see General MacArthur sign the instrument of surrender. We are members of a military service with a great legacy we can be proud of and should continue to explore and celebrate. Fraternally, Marlin Helms

### SMB NEWSLETTER EDITORS BLURB—BRUCE ELTZROTH (ET1-SU)

As you may have already noticed, we have revised the cover page to one which more closely resembles our specific organization. We would still like for the Base Commander, Base Treasurer/Storekeeper, Secretary, and Program Chairman to provide updates on a regular basis. Also let's not forget that this years USSVI Convention is to be a Caribbean Cruise held on the Holland America Lines MS NIEUW AMSTERDAM on October 21—28, 2018. For information and to sign up, contact Kim Hedges at (877) 802-6894 toll free or (360) 475-3055 direct.

### SECRETARY'S REPORT / MEETING MINUTES - MARTIN WESLEY

#### *Smoky Mountain Base* of USSVI, Inc. Meeting Minutes

**Date: January 18, 2018**

Presiding: Marlin Helms - Base Commander - Meeting called to Order at 1900 hours

Chaplain - Dave Pope presented the Invocation

The Base Commander led the group in the Pledge of Allegiance and the reading of The USSVI Creed.

Marlin and the C.O.B. led the tolling of the bell for lost boats.

Members and guests were asked to sign in and introduce themselves

Meeting Minutes – NONE

Treasurer's Report – NONE

Committees –

- Newsletter / Library - Bruce Eltzroth – said only two weeks left to send him articles etc. for the next news letter.
- Storekeeper – No Report
- Membership – 63 members
- Webmaster – No Report
- Social Committees- – No reports

New business/Good of the Order

Need volunteers for a nominating committee for the 2018 Base Officers.

2018 dues are due.

National convention this year is a cruise out of Ft. Lauderdale, more from Marlin.

Motion to adjourn made and seconded. Accepted unanimously. Meeting Adjourned at 1935 hours.

Next Meeting: 1900 hrs, Thur. February 15, 2018 at Golden Corral 6612 Clinton Hwy. Knoxville.

By: Martin Wesley – *SMB Secretary*





**Smoky Mountain Base  
of USSVI, Inc.  
Meeting Agenda**



**Date: January 18, 2018** - Time/Location: 1900 hrs, Golden Corral 6612 Clinton Hwy, Knoxville

Members and guests please sign in

Call to Order

Invocation

Pledge of Allegiance

**USSVI Creed - "To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds, and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America and it's constitution."**

In addition to perpetuating the memory of departed shipmates, we shall provide a way for all Submariners to gather for mutual benefit and enjoyment. Our common heritage as Submariners shall be strengthened by camaraderie. We support a strong U. S. Submarine force. The organization will engage in various projects and deeds that will bring about the perpetual remembrance of those shipmates who have given the supreme sacrifice. The organization will also endeavor to educate all third parties it comes in contact with about the services our submarine brothers performed and how their sacrifices made possible the freedom and lifestyle we enjoy today."

**"Tolling of the Bell":** USS Scorpion-SS-278 January 15,1944 - 76 Men Lost. USS Swordfish-SS-193 January 9,1945 - 89 Men Lost. USS San Francisco-SS-711 January 8, 2005 - 1 Man Lost. USS Argonaut-SS-166 January 10, 1943 - 105 Men Lost. S-34-SS 139 January 11, 1934 - 1 Man Lost. E-2-SS-27 January 15, 1916 - 4 Men Lost. S-26-SS-131 January 24, 1942 - 46 Men Lost

Member Introductions: Member introductions (new and previous) for new members and guests.

Secretary's Report and Meeting Minutes – Wes Wesley

Treasurer's Report – Jim Burkholder

Correspondence –

Committee Reports –

Newsletter– Bruce Eltzroth

Library – Bill Smith

Storekeeper – Jim Burkholder

Membership – Marlin Helms

Social Committees – Andy Armbrust

Web Site – Stewart McGlasson

Old Business-New Business /Good of the Order-

We need to set the nominating committee for the 2018 Base Officers election in May.

2018 Dues are due.

National convention this year is a cruise out of Ft. Lauderdale

Next Meeting; **1900 hrs, Thursday, February 15, 2018** at , Golden Corral 6612 Clinton Hwy, Knoxville, TN.

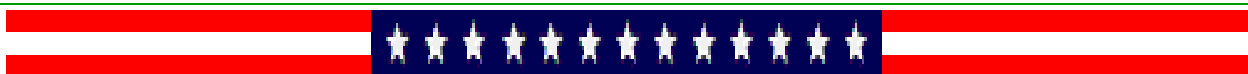
Motion to adjourn - Approved



**Treasurer / Storekeepers Report  
Jim Burkholder**



Next year I will set up a new way to track all income and expenses and it will be much easier to reconcile those items. On 01/01/2017 our balance was \$4874.85 and our 12/31/2017 balance was \$1391.79. The biggest expenses for 2017 were the float construction (\$4445.71) and Challenge Coin purchase (\$456.00) we also sent \$300.00 to the National for dues renewal. This expense list is not all inclusive however next year it will be. Our income was \$1391.86 which included funds from base dues, 50/50, storekeeper, and dona-





# Lost Boats of January



## USS Scorpion (SS-278) January 5, 1944

### 77 Men Lost SS-278-Battle Stars



The USS *Scorpion* (SS-278) was a Gato-class World War II era submarine.

The namesake of the USS *Scorpion* is an order of arachnids having an elongated body and a narrow segmented tail bearing a venomous sting at the tip. On December 29, 1943, the *Scorpion*, captained by Commander Maximilian G. Schmidt, departed Pearl Harbor for her fourth and final war patrol. On January 3, 1944, she fueled at Midway Island and then headed for her assigned patrol area in the Yellow Sea and the northern East China Sea. On the afternoon of January 4, 1944, she reported that one crewman had sustained a simple fracture of the upper arm and requested a rendezvous with the USS *Herring* (SS-233), which was then in her vicinity and en route back to Pearl Harbor from her sixth war patrol. On January 5, 1944, the *Scorpion* attempted to transfer the injured crewman to the *Herring* for return to Midway, however heavy seas made it impossible to do so. The *Scorpion* reported the situation "Under control" before midnight and the *Herring* sailed for Midway. The *Scorpion* was not seen or heard from again. When no report was received from her by February 24, 1944, she was ordered to make a radio transmission acknowledging receipt of the dispatch. No acknowledgement was received. The *Scorpion* was presumed lost on March 6, 1944. The Navy Department issued the following press release regarding the *Scorpion's* loss: Navy Department Communiqué 513, March 22, 1944 - The submarine USS *Scorpion* is overdue from patrol and must be presumed to be lost. The next of kin of casualties of the *Scorpion* have been so notified.

*Loss Possibilities:* 1. The *Scorpion* probably struck a mine and sank sometime between January 5 to February 24, 1944, in the northern East China Sea or in the Yellow Sea. In August 1943, the Japanese had planted two hundred mines across the shallow mouth of the Yellow Sea. The location of the minefield was not known in the time period the *Scorpion* might have passed through it.

2. On February 26, 1944, the USS *Steelhead* (SS-280) and the *Scorpion* were each warned they were in close proximity to one another and that an enemy submarine might also be in the vicinity. However, it was later learned that the suspect submarine, *I-174*, was not in their area at the time of the warning. Therefore, the possibility of loss due to an unreported attack by a Japanese submarine is considered very unlikely.

Postwar examination of Japanese records did not provide any clues as to the *Scorpion's* fate and no conclusive explanation for the cause of her loss has ever been established. The reason for her loss remains a mystery. A list of the men lost with the *Scorpion* is maintained at <http://www.oneternalpatrol.com/uss-scorpion-278.htm>.

The *Scorpion* earned three battle stars for her World War II service. She was scored by JANAC with sinking 18,316 tons of Japanese shipping in four vessels. Her Alden-McDonald score is six vessels sunk for 18,567 tons and eight vessels damaged for 18,656 tons. The SORG score for the *Scorpion* is twelve vessels sunk for 26,400 tons and five vessels damaged for 30,000 tons.



USS SCORPION (SS-278)

USS Scorpion was lost on January 5, 1944, with the loss of 77 officers and men in the East China Sea, on her 4th war patrol.

## USS Argonaut (SS-166) January 10, 1943

### 102 Men Lost SS-166-Battle Stars



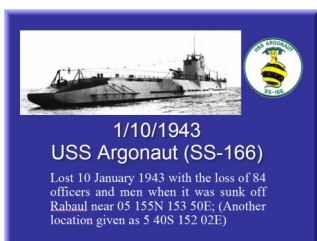
The USS *Argonaut* (SS-166) was a V-4 (Argonaut)-class World War II era submarine.

The namesake of the USS *Argonaut* is a relative of the octopus - sometimes called the paper nautilus - which propels itself, underwater by expelling a jet of water. The name Argonaut may also have been inspired by the submarine of that name built in 1897 by Simon Lake which was the first submarine to navigate extensively in the open sea. Ultimately, the name is derived from the band of fifty heroes in Greek legend who sailed with Jason in the ship Argo to retrieve the Golden Fleece.

The radio call sign of the USS *Argonaut* was NAN-ITEM-CHARLIE-TARE.

At the end of 1942, the *Argonaut's* base of operations was changed from Pearl Harbor to Brisbane, where she would help carry out the many special Spyron missions General MacArthur tasked submarines with in the south Pacific area. The *Argonaut* was the fleet's largest submarine. She had originally been built primarily for mine laying. In September 1942 she had been converted into a troop transport capable of accommodating 120 men, and her hull classification symbol was changed from SM-1 (Submarine Mine-layer) to APS-1 (Transport Submarine). Her new role as a Spyron transport suited her well. The USS *Tang's* captain, Commander Richard H. O'Kane, who served four years aboard the *Argonaut*, said of her fighting capacity, "If a fleet boat were stripped of one battery, two engines, six torpedo tubes, and could use no more than 15 degrees of rudder, she would still have greater torpedo attack and evasion ability than *Argonaut*."

On November 24, 1942, the *Argonaut*, captained by Lieutenant Commander John R. Pierce, sailed from Pearl Harbor for her transfer to Task Force 42 at Brisbane. On December 9, 1942, she topped off at the Allied military supply and support base, naval harbor, and airfield on Espiritu Santo in the New Hebrides archipelago. From there the Task Force 42 commander, Captain James Fife, ordered the *Argonaut* to patrol the southern approaches to Rabaul and be on the lookout for a Japanese convoy consisting of five freighters escorted by destroyers moving north from Lae to Rabaul. On January 10, 1943, the *Argonaut* spotted the convoy south-east of New Britain. A Japanese seaplane detected the submerged submarine and dropped two anti-submarine bombs. The IJN destroyer *Minekaze* then moved in and dropped depth charges. Soon the bow of the submarine broke the surface in what seemed to be a vain attempt to surface. The *Minekaze* and the IJN destroyer *Isokaze* pounded the injured submarine with battery fire relentlessly. The *Argonaut* slipped below the waves, never to be seen again, at 5° 40'S, 152° 02'E. By pure coincidence, a U. S. Army aircraft, returning to its base with empty bomb racks, was flying overhead and witnessed these events.



1/10/1943  
USS Argonaut (SS-166)

Lost 10 January 1943 with the loss of 84 officers and men when it was sunk off Rabaul near 05 153N 153 50E. (Another location given as 5 40S 152.02E)







# Lost Boats of January

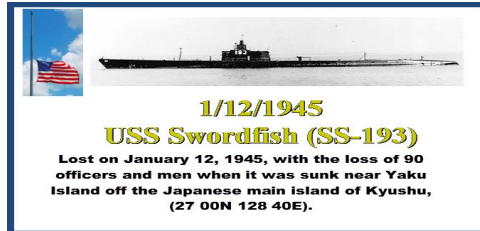


## USS Swordfish (SS-193) January 12, 1945

### SS-193 Battle Stars



### 89 Men Lost



### Asiatic-Pacific Campaign Medal



Awarded for service within the Asiatic-Pacific Theater from 7 December 1941 past the end of World War II. The Asiatic-Pacific Campaign Medal was established per Executive Order 9265 in November 1942 by President Franklin D. Roosevelt. The ribbon design was approved by the Secretary of War on 24 November 1942. The white and red stripes on each side represent the Japanese colors. The blue, white and red stripes in the center are adopted from the American Defense Service Medal ribbon and refer to the continuance of American Defense after Pearl Harbor. The medal was first issued as ribbon only. The Asiatic-Pacific Theater included Hawaii and other Pacific Ocean islands, Alaska, Philippines, Australia, New Zealand, Indonesia, New Guinea and southeast and south Asia as well as the eastern Soviet Union. Therefore, WAVES who were serving in Hawaii could be awarded with this medal. The service had to last at least a period of 30 consecutive days or 60 nonconsecutive days. On 17 December 1947, the first medal was presented to General of the Army Douglas MacArthur.

The USS *Swordfish* (SS-193) was a Sargo-class World War II era submarine. The namesake of the USS *Swordfish* is a large fish with a long, sword-like beak and a high dorsal fin. The radio call sign of the USS *Swordfish* was NAN-UNCLE-DOG-GEORGE.

On December 22, 1944, the *Swordfish*, captained by Commander Keats E. Montross, departed Pearl Harbor for her thirteenth and final war patrol. She had received orders to patrol in an area off the Ryukyu Islands. She had also been outfitted with special equipment for a photo reconnaissance mission at Okinawa. After stopping at Midway Island to top off her fuel, she headed west for the big Japanese stronghold in the Nansei Shoto chain. On January 3, 1945, she acknowledged receipt of new orders to proceed to and to patrol near the approximate geographic position 30°-00'N, 132°-00'E until further notice. The reason for this move was to keep her out of harms way during a planned January carrier strike on the Ryukyus. Her acknowledgement of this order was the last communication ever received from the *Swordfish*. On January 9, 1945, she was ordered to proceed to the Nansei Shoto Archipelago to perform her special mission. Upon completion of the photographic and observation mission, she was told to proceed to the submarine base at Saipan, unless she was unable to communicate by radio, in which case she was supposed to return to Midway. When the *Swordfish* failed to appear at Saipan or Midway, and silence was the only response to radio messages sent to her, it became obvious she was lost. On February 15, 1945, she was reported as presumed lost due to unknown causes. The public announcement was made on May 4, 1945.

Navy Department Communiqué No. 595, May 4, 1945: The submarine USS *Swordfish* is overdue from patrol and presumed lost. Next of kin of officers and crew have been informed.

**Loss Possibilities:** 1. The *Swordfish* was probably sunk by depth charges, on January 5, 1945, at the approximate geographic position 29°-25'N, 141°-07'E, which is southeast of Tori-shima island, an uninhabited volcanic island at the south end of the Izu Islands. On that date, near that location, at about 1705 hours, the 572-ton Japanese Army cargo vessel *Shoto Maru* was hit in the bow by a torpedo and sank at about 1906 hours. John D. Alden attributes this attack and the sinking to the *Swordfish*. The Japanese coastal defense vessel *CD-4* conducted a counterattack with depth charges and reported that oil continued to rise to the surface for the next thirty hours.

2. The *Swordfish* possibly sank sometime after January 9, 1945, as a result of hitting a mine. During the first half of 1944, the Japanese had laid four minefields in the Okinawa area. On January 9, 1945, the *Swordfish* had been ordered to proceed to this area to complete a photographic reconnaissance assignment. This mission may have taken her into one of the minefields laid in 1944 or into freshly laid inshore minefields, planted to defend Okinawa beach approaches.

3. On January 12, 1945, the USS *Kete* (SS-369), while on station in the Okinawa area, reported a possible contact with a nearby submersible. The *Kete* was unable to positively identify the contact, but the *Swordfish* was expected to be in the vicinity at that time. About four hours later, the *Kete* heard the sound of a heavy barrage of depth charges. Japanese records reviewed after the war did not record the event heard by *the Kete*. But such a heavy barrage could have been aimed at the *Swordfish*. The bottom line is no one knows for certain what happened to the *Swordfish* or when it was lost. This long serving submarine and her valiant crew went down together leaving a significant record of accomplishments in their wake. A list of the men lost with the *Swordfish* is maintained at <http://www.oneternalpatrol.com/uss-swordfish-193.htm>.

The *Swordfish* was scored by JANAC with sinking 47,928 tons of enemy shipping in twelve vessels. Her Alden-McDonald score is sixteen vessels sunk for 55,641 tons and four vessels damaged for 26,150 tons. Her SORG score is seventeen vessels sunk for 101,400 tons and nine vessels damaged for 61,900 tons. The *Swordfish* earned eight battle stars for her World War II service in her distinguished thirteen-patrol career. She sank the *Atsutasan Maru*, the first Japanese ship sunk by a U. S. submarine in the Pacific

Editors note: There appears to be some conflict in the number of men lost on *Swordfish*, but no definitive conclusion is available at this time. However, the most recent description on the USSVI Lost Boats page indicates 89 men lost.







# Lost Boats of January



## USS S-36 (SS-141) January 20, 1942

### No Men Lost



USS S-36 (SS-141)

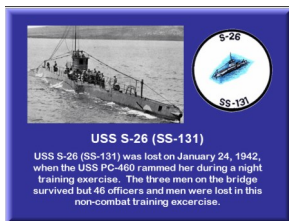
Lost 20 January 1942 when it was destroyed after grounding on Taka Bakang Reef in Makassar Strait, Indonesia, near Makassar City, the crew were all rescued

USS *S-36* (SS-141) was a S-1 class World War II era submarine.

On December 30, 1941, the *S-36*, captained by Lieutenant John R. McKnight, Jr., departed Mariveles harbor for her second and final war patrol. Her orders were to patrol in Philippine waters before heading south to join the Allied forces gathering in the East Indies. On January 1, 1942, she sighted a small transport moored to the seawall at Calapan Harbor, Mindoro Island, fired one torpedo, and sank it. (The sinking of this vessel could not be verified in Japanese records, thus *S-36* was never given credit for the kill.) In the days following this attack, *S-36* moved southward and began to experience equipment failures that had a negative impact on the submarine's performance. On January 15, 1942, she spotted a Japanese destroyer in the Sulu Sea. Lieutenant McKnight ordered a crash dive, but due to equipment problems, her dive was delayed and the destroyer spotted her. The enemy destroyer dropped seven depth charges which exploded off both quarters of the *S-boat*. The explosions caused the loss of power control over the bow planes, gyro compass failure, blown fuses on the starboard lighting circuit, and broken lights in the motor room. When she reached 150 feet, her gyro compass was again working and she began turning slowly to starboard. The destroyer was kept astern. After several hours, she heard the last efforts of the destroyer to locate her. She surfaced, cleared the area and began making repairs. On January 17, 1942, she received orders to proceed to Surabaya, Java. She headed for Makassar Strait. The currents in the Makassar Strait are very strong and difficult to predict, making navigation hazardous. In addition, McKnight's charts were imprecise and incomplete. Just before dawn on January 20, 1942, *S-36* ran hard aground on Taka Bakang Reef in the Makassar Strait. The hard hit on the reef holed *S-36's* hull, flooding the forward battery. McKnight broke radio silence and sent out a plain language call for help to all friendly men-of-war. The message was received by USS *Sargo* (SS-188) as she was nearing Surabaya. Her captain, Lieutenant Commander Tyrell D. Jacobs, tried unsuccessfully to relay the message to ComSubsAsiatic for five hours. The *Sargo* then headed for the Makassar Strait to help *S-36*. *Sargo* remained surfaced, relaying distress messages to friendly aircraft and surface ships. After Captain John Wilkes acknowledged receipt of the message, *Sargo* was recalled and a PBV Catalina was dispatched to survey *S-36's* condition. By radio McKnight told the PBV crew that with assistance he felt he could salvage *S-36*. The PBV therefore raced to Makassar City and requested assistance from the Dutch authorities, who promptly dispatched the Dutch launch *Attila*. The launch reached *S-36* on January 21 and embarked two officers and twenty-eight men. The remaining crew stayed with *S-36* in the hope she could be hauled clear of the reef. But conditions continued to worsen. All efforts to save the submarine were fruitless. McKnight decided to abandon her. The remaining crew rigged *S-36* to flood and transferred to the Dutch ship *SS Siberote*, which took them to Makassar City. All hands reached Surabaya, Java on February 25, 1942, and were reassigned to other duties.

## USS S-26 (SS-131) January 24, 1942

### 46 Men Lost



USS S-26 (SS-131)

USS S-26 (SS-131) was lost on January 24, 1942, when the USS PC-460 rammed her during a night training exercise. The three men on the bridge survived but 46 officers and men were lost in this non-combat training exercise.

USS *S-26* (SS-131) was a S-1 class World War II era submarine.

After the Japanese attack on Pearl Harbor on December 7, 1941, Captain Thomas J. Doyle, the commanding officer of the *Coco Solo* submarine base, on the Atlantic Ocean (northwest) side of the Panama Canal Zone, near Colón, Panama, was presented with a dual problem. In addition to the threat of German U-boat activity in the waters off Panama, on the Canal's eastern side, American submarines would also have to guard against a potential Japanese attack on the Canal's Pacific end. Accordingly, Captain Doyle ordered his submarines to patrol off the Pacific entrance of the Canal. A patrol line was established extending 800 miles from the Balboa district on the Canal's western end. American submarines made patrols from Balboa throughout the first year of the war without encountering any enemy vessels. However, it was in this area that the U. S. Submarine Force experienced its first operational loss of World War II. On January 24, 1942, the *S-26*, captained by Lieutenant Commander Earl C. Hawk, was sailing surfaced from Balboa to her patrol station in company with *S-21*, *S-29*, *S-44*, and escort vessel *PC-460*. At around 2210 hours, *PC-460* flashed a visual message to the submarines advising them she was leaving the formation and that they should proceed to their assignments as ordered. Only *S-21* received this message. A short while thereafter, *PC-460* collided in the dark with *S-26*, ramming her starboard side near the after torpedo room. The *S-boat* sank within seconds in 300 feet of water. Three men who were on the bridge survived. Forty-six men went down with her. All rescue attempts were unsuccessful. Her hulk was not salvaged. A list of the personnel lost with *S-26* is maintained at <http://www.oneternalpatrol.com/uss-s-26-131.htm>. *S-26* is not credited with sinking any enemy vessels.





# Lost Boats of February



## USS Barbel (SS-316) February 4, 1945

### 81 Men Lost

#### SS-316 Battle Stars



Lost on February 4, 1945, on her 4th war patrol. Based on Japanese records, she was bombed near the southern entrance to the Palawan Passage. The day before, she reported that she had survived 3 depth charge attacks. 10 officers and 71 enlisted personnel (a total of 81 men) were lost after Barbel sent a message reporting that she had been attacked three times by enemy aircraft dropping depth charges and would transmit further information on the following night. Barbel was never heard from again.



## USS Shark I (SS-174) February 11, 1942

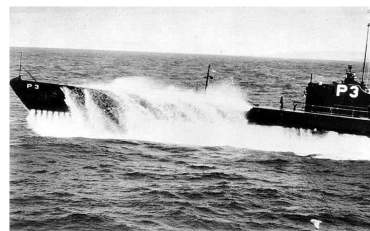
### 59 Men Lost

#### SS-174- Battle Stars



Lost on February 11, 1942, on her 1st war patrol. Shark was the first US Submarine sunk by enemy surface craft in the Pacific. She was most likely sunk by depth charges with a loss of 59 men. Shark was reported as presumed lost, the victim of unknown causes.

All rescue attempts were unsuccessful. Her hulk was not salvaged. A list of the personnel lost with S-26 is maintained at <http://www.oneternalpatrol.com/uss-s-26-131.htm>. S-26 is not credited with sinking any enemy vessels.



## USS Amberjack - (SS-219) February 16, 1943

### 72 Men Lost

#### SS-219- Battle Stars



Lost on February 16, 1943, on her 3rd war patrol off Rabaul. She was attacked by a Japanese patrol plane, a torpedo boat and then depth charged by a subchaser. She reported having been forced down on the 13th by two destroyers, and that she had recovered an enemy aviator from the water and taken him prisoner. All further messages to the Amberjack remained unanswered. This engagement resulted in the loss of 6 officers and 54 enlisted men. One (or more) men were killed on the previous patrol.







# Lost Boats of February



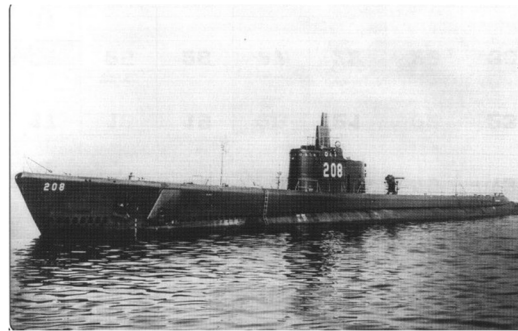
## USS Grayback - (SS-208) February 26, 1944

### 80 Men Lost

#### SS-208 Battle Stars



Lost on February 26, 1944, on her 10th war patrol. The Grayback appears to to have been caught on the surface in the East China Sea by a Japanese carrier plane whose bombs mad a direct hit resulting in the loss of 80 men. During this patrol, she sank 4 ships totaling 21,594 tons which resulted in a tie for 11th on the number of ships sunk.



## USS Trout - (SS-202) February 29, 1944

### 81 Men Lost

#### SS-202 Battle Stars



The **USS Trout (SS-202)**, under the command of **LCDR Frank W. Fenno, Jr.**, was patrolling off Midway Island when the war broke out on December 7, 1941. She returned to Pearl Harbor on December 20, 1941. This was considered her first "war patrol". She would make 10 more war patrols under 3 different skippers. Patrols 1-4 under **LCDR Fenno**, patrols 5-8 under the command of **LCDR Lawson "Red" Ramage** and patrols 9-11 under the command of **LCDR Albert H. Clark**. She was lost on or about February 29, 1944, southeast of Okinawa in the Philippine Sea with 81 men aboard. She carried out several notable special missions, including transporting over two tons of gold bullion out of Corregidor in February 1942.

Patrol Data and Captains for the USS Trout (SS-202)

- 1- Patrolling Off Midway Island 07-Dec-41 to 20-Dec-41 LCDR Frank W. Fenno, Jr. returned to Pearl Harbor.
- 2-Transported ammo to Corregidor & embarked valuables to take to Pearl 12-Jan-42 to 03-Mar-42 LCDR Frank W. Fenno, Jr. returned to Pearl Harbor.
- 3-Off Honshu 24-Mar-42 to 17-May-42 LCDR Frank W. Fenno, Jr. returned to Pearl Harbor.
- 4-Off Midway 21-May-42 to 14-Jun-42 LCDR Frank W. Fenno, Jr. returned to Pearl Harbor.
- 5-Off Truk in Caroline Islands; ended at Brisbane 27-Aug-42 to 13-Oct-42 **LCDR Lawson P. Ramage.** returned to Pearl Harbor.
- 6- Solomon Islands 26-Oct-42 to 23-Nov-42 Departed Pearl Harbor returned to Brisbane.
- 7- South China Sea; ended at Fremantle 29-Dec-42 to 23-Feb-43 **LCDR Lawson P. Ramage.** Departed Brisbane returned to Fremantle.
- 8- Laid mines off Borneo 22-Mar-43 to 03-May-43 **LCDR Lawson P. Ramage.** Departed Fremantle returned to Fremantle.
- 9- Spyron missions in Philippines 27-May-43 to 20-Jul-43 **LCDR Albert H. Clark** Departed Fremantle returned to Fremantle.
- 10- Surigao & San Bernardino Straits; ended at Pearl for overhaul 12-Aug-43 to 04-Oct-43 Departed Fremantle returned to Fremantle.
- 11- Pearl 11 East China Sea.





# 2017 CHRISTMAS PARADE – OLIVER SPRINGS, TN - 12/16/2017



The Oliver Springs Christmas parade turned out to be a big surprise for the Smoky Mountain Base Submarine Veterans. The build crew spent a lot of time putting together the new float (see the Nov–Dec 2017 issue of the Snorkel Exhaust for further information on the float build). Jim Rock brought the float to a prevalent location near Marlin's home a couple of miles from downtown Oliver Springs and John Augustine did a remarkable job of driving it in the parade route. The float paid out with a Winners trophy at the Oliver Springs parade! There were between 60 and 70 entries in the parade, and the SMB Subvets managed to beat out all of those entries despite having no Christmas lights and only 6 SMB members present during the parade (with Lorie driving the lead vehicle) .

John Augustine mounting the prop on the float.

Jim Rock showing off "his" trophy at our Dec. Meeting.



(Below) The float crew after the parade - (L to R) Bruce Eltzroth, Stuart McGlassen (kneeling with trophy), John Augustine, Marlin Helms, Craig Christian and David Pope. (Photo by Lorie Helms)

(Below) The winners trophy from the Oliver Springs, TN Christmas Parade. (Photo by Marlin Helms)





# Christmas 1964



USS Sam Houston SSBN 609 Blue - by Jim Terrell



Submitted by Thomas Peske

It was mid-December 1964 and it was as cold as one would expect Connecticut to be at that time of the year. We boarded the buses and after a while we were on our way to QUONSET POINT NAVAL AIR STATION where an aircraft waited to take us to Scotland. We were going back a few days early this time. The idea was to relieve the other crew so they could get home for Christmas. The faces of the men betrayed their remorse at leaving home at this time of the year. There was little of the usual horseplay and chatter we normally enjoyed on these trips. Instead the men stared out the windows reflecting on the price they and their families paid for security of our Nation. Children would rush downstairs on Christmas morning to discover a bounty of presents. Their fathers would share that precious moment, unaware that somewhere out in the worlds ocean, other fathers, crammed into a cylinder of steel, kept watch over the delicate world peace. On our watch, there was peace on Earth.

Takeoffs always amused me. I chuckled watching men who would take a boat to test depth and think nothing of it, grip the armrest so hard their knuckles turned white. They sat rigid with their heads back and their eyes closed, perhaps making peace with their maker, while the plane rotated and climbed out into the morning sunshine. In a few minutes we had reached our altitude and leveled out. Almost immediately, I noticed a couple of the guys begin to move around the plane having conferences with first one group and then another. Soon they approached us with their proposition. They proposed that although we had our duty to do we need not sacrifice our customs and traditions. We couldn't be home for Christmas with our kids but we could share with others. There was an orphanage in Dunoon with children in need of what we had to give. Soon the hat was passed, monies collected, plans made and duties assigned. The balance of the flight seemed more relaxed, and it was not long before I heard someone question the masculinity of a Navy ET. I knew then that all was well.

When we arrived in Holy Loch the usual change of command process went forward with a greater sense of urgency than usual. Clearly the other crew wanted to go home. In no time the process was complete and we had the boat. When the opportunity for liberty came along we dispatched a committee to the orphanage and they returned with a list of children who would be invited aboard for Christmas dinner. The list included their names, age and gender. Each child was assigned to a "Daddy for the day" who was charged with escorting them around the boat and getting them to all functions. It's funny, but although I have not been able to put a name to the faces of the men who organized this event, I still remember the name of the child I looked after that day: Angus Naylor.

A second committee, armed with the list that indicated age and gender, went shopping for Christmas presents for the children. Soon the local merchants became aware of what we were doing and our money went much further than we had estimated. Our men returned with a huge supply of presents. Instead of the usual movie we spent one evening wrapping the gifts. The role of Santa Clause went to our Hospital Corpsman, affectionately known as "The Quack". A liberty launch brought the kids out and that in itself was a thrill for them. Some were scared and others mischievous. We gave them a tour of the boat, then took them to the crews mess where they enjoyed perhaps the best Christmas dinner of their lives. After dinner they were treated to a Walt Disney movie, The Amazing Mr. Limpet starring Don Knotts. When the movie was over, we took them up to the periscope stand where the Quack was decked out in an ill-fitting Santa Claus suit. He had a couple of helpers in some form of costume. This was when we discovered that British children believe in Father Christmas, not Santa Clause. One of the guys quickly explained we had invited our American Santa Clause to come over especially for them. As the child sat in Santa's lap the Quack would ask their name and then repeat it loud enough for his helpers to hear it. This would send the helpers frantically searching among the huge pile of presents to locate the ones intended for this child, who was kept occupied answering the usual questions concerning their behavior during the year. When found, a present would be placed in Santa's hand. He would present it to the child while the two of them smiled at the camera. In the end, each child received about three presents and a picture of themselves with the most ridiculous looking Santa Claus.

Soon it was time for them to go and the tears began to flow. Tiny little girls held tightly to their "Daddies" and cried to stay. Everyone was affected. We escorted them with their presents back to the tender where the liberty launches waited to return them to the cold reality that we had given them temporary respite from. As the launch pulled away the children waved and all the "Daddies" waved farewell to them as I had seen them do to their own children a few weeks before. It was not lost on me that here were men who wielded one of the most powerful warships ever conceived, who struck fear in the Russian heart, who could unleash an attack never before seen on Earth. There, at that moment, these warriors of the deep wiped tears from their eyes; and there was truly "Peace on Earth".





# BOONDOGGLE OF THE MONTH

SMB Newsletter Editor: Bruce A. Eltzroth (ET1-SU)



## Roane County News Captures the SMB Float - SSBN 619

John Augustine was in the middle of a class he teaches about Cranes and their operation and maintenance, when he got a call from Ann, his wife, who said that a reporter from the Roane County News was there to take pictures and get a story about the submarine that was parked on his business lot. John asked if the reporter could come back at noon the next day, and the reporter agreed. John made a couple of calls, one to Marlin Helms the Smoky Mountain Base Submarine Veterans Commander and one to yours truly (the SMB Newsletter Editor) to inform us of the meeting. Then John called the designer and mastermind of the float build Jim Rock, and informed him of the newspaper shoot. Marlin, John, Jim and I met with the photographer the next day and he took several photos of the four of us with the float. I met with the RC News Editor Hugh Willett two days later and gave him the needed information to produce the story of the mysterious float. The (short) story about the 1/10 scale Andrew Jackson FBM float and the Smoky Mountain Submarine Veterans Base was published in the Wednesday January 17, 2018 edition of the paper. The long story was published in the Nov./Dec. issue of the SMB Snorkel. (Photo 1) - Jim Rock with the subject Roane County News. (Photo 2) - Jim rock, Marlin Helms, John Augustine and Bruce Eltzroth in front of the float. (Photo 3) - RC News Photographer David W. Doonan (on the left) caught in the act of photographing the collaborators of this boondoggle.



1



2



3

Photo 1 by Bruce Eltzroth, Photo 2 by David W. Doonan and Photo 3 by Ann Augustine







# USSVI APPLICATION FOR MEMBERSHIP

Regular  Life  Associate

**OUR CREED:** "To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America & its Constitution."

With my signature below I affirm that I subscribe to the Creed of the United States Submarine Veterans, Inc., and agree to abide by the Constitution, all Bylaws, Regulations and Procedures governing the U.S. Submarine Veterans, Inc., so long as they do not conflict with my military or civil obligations. I will furnish proof of my eligibility for Regular membership, including my discharge under honorable conditions, and proof of my U.S. Navy (SS) Designation, if required by the Base or the national Membership Chairman. If I am not discharged, the discharge requirement is waived. If I am not U.S. N. submarine qualified, I am applying as an Associate and my sponsor is indicated below.

I certify that I was designated qualified in USN Submarines aboard \_\_\_\_\_ in \_\_\_\_\_ (Yr)  
(Honorary designations regardless of source do not apply under any circumstances.)

I certify that I received a discharge under Honorable Conditions (if not currently in military service) in \_\_\_\_\_ (Yr)

Name: (Print /Type) \_\_\_\_\_ Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_ - \_\_\_\_\_ Tel: (\_\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

Your E-Mail Address \_\_\_\_\_ Base/Chapter Desired: \_\_\_\_\_

The Member Dues year runs from Jan 1<sup>st</sup> thru Dec 31<sup>st</sup>. Please indicate your term preference: \_\_\_\_\_

Nat'l Dues: 5 Yr term: \$115.00; 3 Yr term: \$70.00; 1 yr term (Jan thru Sep) \$25.00; (Oct thru Dec adds the next yr): \$30.00;  
Nat'l Life: 76+ yrs = \$100.00; 66 thru 75 yrs = \$200; 56 thru 65 yrs = \$300.00; 46 thru 55 = \$400.00; Thru 45 yrs = \$ 500.00;

**Local Base/chapter dues are separate and additional. Consult the local base for those figures.**

How did you find USSVI?  Friend,  Boat Assn,  Local Event/News,  Internet,  Other (\_\_\_\_\_)

Who is your sponsoring USSVI Regular Member? (Mandatory for Associate Members) \_\_\_\_\_

Associate Applicant is:  Veteran,  Spouse of Veteran,  Other (specify) \_\_\_\_\_

## YOUR U.S. NAVY BIOGRAPHICAL DATA

Date Of Birth (MM/DD/YY) \_\_\_\_/\_\_\_\_/\_\_\_\_ If other military service, What Branch? \_\_\_\_\_

Highest Rate & Rank Attained: \_\_\_\_\_ Mil Retired (Y/N): \_\_\_\_ On Active Duty? (Y/N): \_\_\_\_

YR entered Mil Service: \_\_\_\_\_ YR left Mil Service \_\_\_\_\_ (Active/Inactive reserve time also counts.)

Check here if your Military Service falls within these time periods: Dec 7, 1941, thru Dec 31, 1946, June 27, 1950, thru Jan 31, 1955; Aug 5, 1964, thru May 7, 1975; and from Aug 2, 1990 to date.

Check here if you have been awarded an Expeditionary Medal.

Submarines and ships served aboard as ship's company (Use back if you need more space.)

1. \_\_\_\_\_ Hull# \_\_\_\_\_ Rank/Rate \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_

2. \_\_\_\_\_ Hull# \_\_\_\_\_ Rank/Rate \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_

3. \_\_\_\_\_ Hull# \_\_\_\_\_ Rank/Rate \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_

4. \_\_\_\_\_ Hull# \_\_\_\_\_ Rank/Rate \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_

5. \_\_\_\_\_ Hull# \_\_\_\_\_ Rank/Rate \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_

Next of Kin: Name: \_\_\_\_\_ Relationship: \_\_\_\_\_ (Spouse, Partner, Son, Daughter, Parent, Other)

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Tel: \_\_\_\_\_

(Leave this address line blank if it is the same as your home address)

Upon completion, give this form, including your National and Base membership DUES to the appropriate base officer, or if you do not know of a base near you, mail to: USSVI National Office, P.O. Box 3870, Silverdale, WA 98383-3870. Questions: Call 1-877-542-DIVE or email office@ussvi.org.